MB

List on Deadline
1 to 102

UNITED NATIONS
ECONOMIC AND SOCIAL COUNCIL

Distr.
LIMITED
E/CN.14/TRANS/153
4 November 1980
Original: ENGLISH/FRENCH

ECONOMIC COMMISSION FOR AFRICA

Third meeting of the Co-ordinating Committee
of the Cairo-Gaborone Trans-East African Highway

Addis Ababa, 15 to 20 December 1980

Agenda item 6

LO/NAIROBI

IMPACT OF THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA ON THE TRANS-EAST AFRICAN HIGHWAY

1. On 19 December 1977, the General Assembly of the United Nations, in response to calls from the Heads of State and Government of the Organization of African Unity and the Economic and Social Council, declared 1978-1988 as the United Nations Transport and Communications Decade in Africa (UNTACDA), adopted resolution 32/160.

2. This is an unprecedented development in the history of the United Nations, since this is the first time that a decade has been proclaimed for a single region of the world; and constitutes a manifestation by the international community that the economic, political and social development of African cannot attain the target set without eliminating obstacles which exist with regard to transport and communications.

3. The African Ministers of Transport, Communications and Planning, meeting in Addis Ababa in May 1979, approved a number of projects for implementation during the first phase of the programme (1980-1988), where roads and road transport in general and the Trans-East African Highway system (main road and its feeder links) figure prominently. The document containing all of the road projects is entitled "Approved programme of action including projects sector by sector for Phase I, 1980-1988" (E/CN.14/726/Add.1, E/CN.14/TRANS/147/Add.1, Volume II, part I) and is available to participants.

4. The list of UNTACDA projects approved by the Ministers of Transport, Communications and Planning in the Cairo-Gaborone area is generally the same as that in the Trans-East African Highway and feeder links package and hence should be of interest to the Co-ordinating Committee. It is encumbent upon member States therefore to give these projects the highest priority in their national plans of implementation.

5. With reference to the above-mentioned Volume II, these projects are:

For the Highway itself:

ROP-22: Section Aswan-Khartoum (1,250 km)

ROP-25: Section Azezo-Metema in Ethiopia (217 km)

ROP-38: Section Isiolo-Moyale in Kenya (517 km)

ROP-68: Section Arusha-Dodoma, Iringa in the United Republic of Tanzania (530 km)

ROP-73: Section Zomba-Livingstone in Zambia (48 km)

ROP-77: Construction of Kazangula bridge linking Zambia and Botswana

For its feeder roads:

ROP-37 and ROP-64: International highway Kenya-Sudan from Lodwar to Juba (580 km)

ROP-69: Mwanza-Mukuyuni road in the United Republic of Tanzania (490 km)

ROP-74: Choma-Namwala road in Zambia (200 km)

ROP-76: Choma-Matumbo road in Zambia (140 km)

6. In the long run, the continuation and completion of the Cairo-Gaborone Trans-East African Highway will stimulate the growth of north-south traffic in East Africa, based on the potential economic complementarity. Nairobi will take on importance as the intersection of this highway with the Mombasa-Lagos Trans-African Highway. The countries of East Africa will thus be served by a major highway, making it possible to transport goods without transshipment, and have a convenient link with the Central and West African countries by virtue of the Mombasa-Lagos Highway.

7. In the context of the Decade programme, Concerted Action for Development (CADA), consisting of the following countries, Canada, the United States of America, the United Kingdom, France, Belgium and the Federal Republic of Germany, selected as one of its priorities the completion of the entire Mombasa-Lagos Trans-African Highway. If this Highway is to fulfil its role, the Cairo-Gaborone Highway should also become a priority project of CADA and negotiations should be undertaken to this end.

8. The twofold purpose of this item on the agenda is to introduce the UNTACDA projects within the Trans-East African Highway influence area and provoke limited discussion on the one hand, and to sound member country interests, perhaps prematurely, with regard to the next list of road projects that could be considered for the second phase of the UNTACDA programme on the other hand.